

March 24, 2006

To: ALL CONSULTANTS

Subject: REQUEST FOR EXPRESSIONS OF INTEREST
ORDER FOR PROFESSIONAL SERVICES NO. P3084
GARDEN STATE PARKWAY MISCELLANEOUS STRUCTURAL REPAIRS
MILEPOST 28.0 TO MILEPOST 163.2
Design Services for Contract No. P100.028

The New Jersey Turnpike Authority (Authority) invites Expressions of Interest (EOIs) for a Simple project from engineering firms prequalified and eligible in the following Profile Codes and registered as SBEs by the New Jersey Commerce and Economic Growth Commission:

| Profile Code(s) | Description(s) |
|-----------------|---------------------------------|
| A092 | Bridges – Miscellaneous Repairs |

Attached (Section I) is a list of all consultants currently prequalified and eligible to submit an EOI for the above referenced assignment. Consultant teams that meet all of the Profile Code requirements are also eligible to submit an EOI.

To qualify as a prequalified consultant, a firm **must** have on file with the Authority a current "Professional Service Prequalification Questionnaire" (PSPQ) package prior to submission of the EOI. A current PSPQ is one that has been on file with the Authority for no more than 24 months. Only those firms who have been prequalified for the type of service this project entails will be considered. Prequalification is not required for subconsultants. Subconsultants are not required to be an SBE firm.

This solicitation is for professional services required to inspect, design and prepare contract documents for the miscellaneous structural repairs of the bridges listed in the attachment (Section III "Scope of Services").

Project Description

The design services will address substructure concrete spall repairs, concrete pedestal and footing repairs, epoxy injection of large cracks, concrete beam repairs, repairs to tilted, loose or defective bearings, replacement of sliding plate, rocker and fixed type bearings with laminated elastomeric bearings, substructure waterproofing/sealing and repairs to miscellaneous superstructure steel.

The professional services associated with this project will include the inspection and prioritization of repairs for 37 bridges between milepost 28.0 and milepost 163.2 of the Garden State Parkway as listed in the Scope of Services and the design for the miscellaneous structural repairs for about 20 bridges as determined by the prioritized list and available budget.

Project background materials (as-built bridge plans, studies, inspection reports, etc.) will be available for review from 9:00 a.m. to 4:00 p.m., Monday through Friday, at the Authority's Administration Building in Woodbridge. Viewing of these documents will be by appointment only. To make an appointment please call John Ferrandino at 732-442-8600, extension 2220.

Staff Qualifications

For key project personnel, relevant training and experience demonstrating:

- Preparation of construction contracts of this nature for similar major, high volume expressways involving the above outlined repair approach and construction techniques as well as maintenance and protection of traffic procedures, limitations and requirements.
- Application of pertinent repair materials such as various concretes with admixtures, and/or modifiers, special cementitious patching compounds, preformed waterproofing membranes.
- In depth familiarity with closing of traffic lanes for construction, implementation of lane shifts or detours, positioning of concrete construction barrier, use of impact attenuators, use of trucks with mounted attenuators and use of variable message signs.
- Knowledge of contractor's employment of equipment, manpower and production rates for scheduling the various repair operations.
- Construction engineering expertise essential for establishing accurate cost data encompassing current construction techniques, scheduling and economic factors, to the fullest extent possible, as well as design standards and specifications.

The Project Engineer responsible for the contract preparation shall meet the following minimum qualification criteria:

- Ten years of full time experience, acceptable to the Authority, involved in bridge design and/or bridge rehabilitation projects. Five years of experience shall have been spent full time in the capacity of Project Engineer on bridge structural repair design services for multi-lane expressway facilities, as outlined above and be registered as a Professional Engineer in the State of New Jersey.

All listed firms that can provide a committed, fully experienced staff to provide the services described herein, are encouraged to submit an EOI. The firms must demonstrate prior successful completion of assignments having at least the same magnitude of complexity for similar high traffic volume, multi-lane expressway facilities.

EOI Submission Requirements

To be considered for these services, qualified firms or joint ventures of prequalified firms need to submit 5 copies of their EOI, which must contain the following information:

- 1) **Letter of Interest** not exceeding five (5) single-sided, letter-sized pages with minimum 1-inch borders and minimum font size of 10 pt., stating the firm's interest, ability and its commitment to complete the requested professional services listed in this solicitation and in their EOI.

The Letter of Interest shall summarize the following information:

- a. **Experience of the Firm on Similar Projects**
Provide a list of the firm's experience on similar projects.
 - b. **Experience of the Project Manager and Project Engineer on Similar Projects**
The project manager and project engineer should highlight details of the projects in his/her resume. References shall be furnished for each project listed (include at least one contact name and phone number for each project).
 - c. **Key Personnel's Qualifications and Relevant Experience**
Key personnel should highlight details of qualifications and relevant experience on similar projects. Subconsultant roles should be clearly highlighted in EOI.
 - d. **Understanding of the Project and the Authority's Needs**
Provide an explanation of the firm's understanding of the tasks required for the successful completion of the assignment as described herein. Provide a summary of the firm's and its staff's qualifications, and state how they relate to the firm's ability to provide the requested services. Through an attached organizational chart and resumes identify the person(s), or subconsultant(s), responsible for each division of the assignment and their relevant experience. Demonstrate through an attached estimate of work-hours the extent of work effort required to perform each primary task for the assignment.
 - e. **Approach to the Project**
Identify the project's critical path and key milestones. Identify the major tasks comprising the project and describe in detail how they may be accomplished. Provide an explanation of the process the firm will use to schedule, manage and perform the required tasks within the scope of services. Provide a list of key issues and potential problems with reliable solutions, if applicable. Include innovative concepts with cost benefits and/or accelerated project delivery.
 - f. **Commitment and Ability to Perform the Project**
Provide an affirmation of the firm's commitment and ability to complete the proposed work and outstanding work with the Authority. Using the following forms, Disclosure Form – Outstanding Work with the Authority, Commitment of Proposed Project Staff, Certification of Staff Availability and an explanation of the anticipated project schedule, demonstrate that the firm has adequate staff resources and management ability to perform the required services. Include a listing of the firm's facilities, including the address of the office where the project will be performed, and how they relate to the firm's ability to provide the requested services. All forms are available on the Authority's website www.state.nj.us/turnpike.
 - g. **Commitment to Quality Management**
Provide an affirmation of the firm's commitment to quality management. Provide a written narrative that describes the firm's quality assurance policy and how it intends to implement a quality assurance program for the project.
- 2) **An organizational chart** showing key project team members for all primary tasks, including subconsultants. Provide all team members' names, ASCE grades, titles and reporting relationships.
 - 3) **Resumes for the project manager, project engineer and each key project team member**, (a maximum total of 5) detailing relevant experience and professional/technical qualifications. Include resumes of proposed subconsultants. Each resume should be one page single-sided.

- 4) A **detailed estimate of the work-hours** per task and by ASCE Grade/ Classification, along with an estimate of total hours, to provide the work described herein. Include work to be performed by the subconsultants in the estimate.
- 5) A completed **Affidavit of Eligibility/Disclosure of Material Litigation form** (which is available on the Authority's website) for review by the Authority's legal counsel. Firm shall certify that it is not suspended, disbarred or disqualified from bidding on any state or federal projects. Furthermore, no litigation shall be pending or brought against the firm that could materially affect its ability to perform the OPS described herein. Firm shall submit a description of all litigation pending, threatened or brought against it, including any litigation against its owners and/or principals; and shall also submit a description of any enforcement actions or penalties pending or assessed by any regulatory agency having jurisdiction over permit compliance, worker health and safety, or labor laws, as these issues relate to performance of the OPS described herein.
- 6) A completed **Disclosure Form – Outstanding Work with the Authority** (which is available on the Authority's website) stating all outstanding work with the Authority. State "none" on the form if firm has no outstanding work with the Authority. The prime and subconsultants shall submit this form.
- 7) A completed **Commitments of Proposed Project Staff form** (which is available on the Authority's website) stating the percentage of time each member has available to commit to this assignment including subconsultant's staff members. The prime and subconsultants shall submit this form.
- 8) A completed **Certification of Staff Availability form** (which is available on the Authority's website). Firm shall certify that the staff proposed in the EOI shall be used in the performance of the project. When proposing the same staffing in multiple EOIs, disclose one of the following:
 - A. A statement that all projects utilizing same staff will be completed on time and how this will be done, or
 - B. A statement that the firm voluntarily withdraws one of the EOIs from further consideration if the Authority is giving serious consideration to more than one EOI.The prime and subconsultants shall submit this form.
- 9) **SBE Certificate of Registration.**

EOIs that are incomplete will not be considered.

The NJTA has promulgated a Code of Ethical Standards pursuant to the laws of the State of New Jersey, a copy of which is available at: http://www.state.nj.us/turnpike/code_of_ethics.doc. By submitting an EOI, your firm will be subject to the intent and purpose of said Code and to the requirements of the Division on Ethical Standards of the State of New Jersey.

An Affirmative Action Regulations/Professional Services Contracts Form (which is available on the Authority's website) shall be completed and returned with appropriate documents within 7 days of receipt of the notice of the Authority's acceptance of the Consultant's proposal.

EOIs are limited to a total of 11 pages (single-sided), excluding a brief transmittal letter, the work hours per task estimate, the Affidavit of Eligibility/Disclosure of Material Litigation form, the Disclosure Form - Outstanding Work with the Authority, Commitments of Proposed Project Staff form, Certification of Staff Availability form and SBE Certificate of Registration. Pages in excess of 11 will not be considered. The information shall be presented in an organized fashion and shall be categorized in accordance with the preceding submission requirements. Foldout sheets will not be permitted.

Expressions of Interest must be submitted no later than **3:00 P.M. on Thursday April 13, 2006**. Consultants will be fully responsible for the delivery of their EOIs. Reliance upon U.S. Mail or other carriers is at the Consultant's risk. Late EOIs will not be considered. EOIs hand delivered or delivered by an overnight delivery service shall be addressed to:

New Jersey Turnpike Authority
King Georges Post Road
Woodbridge, NJ 07095
Attn: Engineering Department, Structures Design Division
Elizabeth Trimpin, P.E., Structures Engineer

Expressions of Interest transmitted via U.S. Mail should be addressed to:

New Jersey Turnpike Authority
P.O. Box 1121
New Brunswick, NJ 08903
Attn: Engineering Department, Structures Design Division
Elizabeth Trimpin, P.E., Structures Engineer

Inquiries

Inquiries pertaining to this RFEOI are to be directed in writing to Elizabeth Trimpin, P.E., Structures Engineer; Structures Design Division, New Jersey Turnpike Authority, P.O. Box 1121, New Brunswick, New Jersey 08903. E-mail inquiries to etrimpin@gspkwy.state.nj.us are acceptable. Inquiries by FAX are also acceptable. The Fax number is (732) 293-1110. **The deadline for inquiries is March 31, 2006.** The Authority will respond to all written inquiries received. Each inquiry will be stated and a written response provided. Responses will be posted on the Authority's Internet website at www.state.nj.us/turnpike/buss under "Professional Services" on or before April 4, 2006. Consultants will be responsible for submitting their EOIs in accordance with the RFEOI and any modifications, revisions and/or clarifications thereto as a result of the posted responses. Late inquiries may not be reviewed or considered.

Consultant Selection

A consultant selection will be made from the EOIs that are received on time and are deemed complete. A Review Committee will evaluate the technical qualifications and experience of each firm and its project team, and will rank the firms. The evaluation and ranking of the EOIs will serve as a method by which to create a short list of firms most highly qualified to perform the project, who will receive requests for fee proposals.

The EOIs will be evaluated and ranked on the basis of numerical scores resulting from pre-established weighted factors. For this project, the rating factors and their relative weights are:

| RATING FACTORS | WEIGHT (%) |
|-----------------------------------------------------------------------------------------------------|------------|
| Experience of the Firm on Similar Projects. | 15 |
| Experience of the Project Manager and Project Engineer on Similar Projects. | 20 |
| Key Personnel's Qualifications and Relevant Experience. | 15 |
| Understanding the Project and the Authority's Needs. | 15 |
| Approach to the Project | 15 |
| Firm's Commitment and Ability to perform the Proposed Work and Outstanding Work with the Authority. | 10 |
| Commitment to Quality Management. | 10 |
| | 100% |

Following the review of the submitted EOIs, the Authority will request fee proposals from at least three (3) firms it deems the most qualified and will commence negotiations with such technically qualified firms in the order ranked. Firms who are not requested to submit the fee proposals will be notified of their status.

All submittals required pursuant to Public Law 2005, Chapter 51 (Executive Order 134) will be requested from the Intended Awardee only. This includes a Certification and Disclosure form completed by each business entity, the Ownership Disclosure form and the Executive Summary of Procurement to be Awarded. The required forms will be transmitted to the Intended Awardee by the Authority via mail or fax and returned to the Authority within five business days. Executive Order 134 requirements are available on the Authority's website.

Order for Professional Services Agreement

Final OPS Documents shall consist of the Authority's Order for Professional Services Agreement (which is available on the Authority's website) and the selected firm's submitted EOI and Fee Proposal.

The OPS will not be entered into by the Authority unless the firm first provides proof of valid business registration in compliance with P.L. 2001, c.134 (N.J.S.A. 52:32-44). Pursuant to this law the firm is further notified that no subcontract shall be entered into by any firm under any OPS with the Authority unless the subconsultant first provides proof of valid business registration.

Very truly yours,

ORIGINAL SIGNED BY

Richard J. Raczynski, P.E.
Chief Engineer

RJR: ET/mc
Attachments

cc: R. Fischer
W. S. Johnsen
W. Wilson
E. Trimpin
Review Committee
File

ATTACHMENTS

to the

Solicitation for Expressions of Interest

Dated March 24, 2006
for

Order for Professional Services No. P3084
Design Services for Contract No. P100.028

Garden State Parkway Miscellaneous Structural Repairs
Milepost 28.0 to Milepost 163.2

TABLE OF CONTENTS

| <u>Section No.</u> | <u>Section Title</u> |
|--------------------|---------------------------------------------|
| I. | Prequalified and Eligible Consultants |
| II. | Administrative and Agreement Information |
| III. | Scope of Services for OPS P3084 |
| IV. | Staffing Schedule |
| V. | Compensation Basis |
| VI. | Small Business Enterprise Set-aside Program |

SECTION I

Prequalified and Eligible Consultants

Arora & Associates, P.C.

IH Engineers, P.C.

KS Engineers, P.C.

Medina Consultants, P.C.

NAIK-Prasad, Inc.

QBS International, Inc.

SECTION II ADMINISTRATIVE AND AGREEMENT INFORMATION

Professional Corporation

Incorporated firms that have not filed a copy of a Certificate of Authorization, as required by N.J.S.A. 45: 8-56, with the Authority must include a copy of the Certificate with the EOI.

Professional service corporations established pursuant to the "Professional Service Corporation Act," P.L. 1969, c. 232 (N.J.S.A. 14A: 17-1 et seq.), are exempt from this requirement.

Signatures

Expressions of Interest, Technical Proposals and Fee Proposals must be signed by an officer of the Firm authorized to make a binding commitment.

Incurring Costs

The AUTHORITY shall not be liable for any costs incurred by any consultant in the preparation of their EOI.

Addendum to EOI Solicitations

If, at any time prior to receiving EOIs, it becomes necessary to revise any part of this EOI solicitation, or if additional information is necessary to enable a firm to make an adequate interpretation of the provisions of this EOI solicitation, an addendum to the EOI solicitation will be made available on the Authority's web-site as described herein.

Acceptance of EOIs

The Authority may award an OPS for these services to a firm that the Authority determines best satisfies the needs of the Authority. The solicitation for an EOI or Technical Proposal does not, in any manner or form, commit the Authority to award any OPS. The contents of the EOIs may become a contractual obligation, if, in fact, the EOI or Technical Proposal is accepted and an OPS is entered into with the Authority. Failure of a firm to adhere to and/or honor any or all of the obligations of this EOI - Technical Proposal may result in cancellation of any OPS awarded by the Authority.

Rejection of EOIs

The Authority shall not be obligated at any time to award an OPS to any consultant.

Final Contract

Any OPS entered into with a selected Consultant shall be a contract that shall be satisfactory to the Authority in accordance with the laws of the State of New Jersey. It is understood that any OPS that may be awarded will be on the basis of a professional services agreement within the intent of the statutes and laws of the State of New Jersey, specifically N.J.S.A. 27:23-6.1.

Dissemination of Information

Information included in this document or in any way associated with this project is intended for use only by the Consultant and the Authority, and is to remain the property of the Authority. Under no circumstances shall any of said information be published, copied or used by the Consultant, except in replying to this EOI solicitation.

News Releases

No news releases pertaining to this project to which it relates shall be made without Authority approval and then only in coordination with the issuing office and the Authority's Media Relations Coordinator.

Public Records

Any EOI or Technical Proposal submitted by a firm under this EOI solicitation constitutes a public document that will be made available to the public upon request. Should the Consultant believe that any portion of the EOI is non-disclosable pursuant to law, it may take appropriate action to protect those interests.

Right to Audit

The proposers are advised that the OPS includes provisions which permit the Authority to audit any records and books of account, associated with the OPS.

SECTION III SCOPE OF SERVICES

The proposed scope and technical approach of this design should be thoroughly defined by the Consultant, and should include:

A. GENERAL

1. All services provided by the Consultant shall be in strict conformance with Authority's standards of quality as may be found in the Standard Specifications, Standard Supplementary Specifications, Standard Drawings and the Authority's Design Manual. These publications and drawings may be purchased from the Authority by application to John Ferrandino, Chief Drafter, Telephone: (732) 442-8600, Ext. 2220.
2. Complete bid and contract documents including the plans, supplementary specifications and Engineer's Estimate, shall be prepared for this project. They shall include the design of new improvements and repairs; and demolition and removal of the existing facilities.
3. The Consultant shall be responsible for the thorough understanding of the project requirements including the applicable codes and regulations governing the design. The Consultant shall become familiar with the NJTA's procedures, presentation and coordinating requirements necessary for the effective performance of the project.
4. It will be the Consultant's responsibility to bring to the attention of the Authority, in the Expression of Interest, or during preparation of the Expression of Interest, any errors, omissions or non-compliance discovered in this "Scope of Services" section. By neglecting to do so the Consultant will be responsible for making any resulting design changes without additional compensation.

B. PROJECT COORDINATION

1. NJTA Coordination

- a. The Consultant shall coordinate its activities with NJTA personnel throughout the course of this OPS. Early on the Consultant will establish a means of coordinating and reporting its activities with the Authority's Engineer to ensure an expeditious exchange of information. The NJTA shall be informed one week prior of all meetings with outside agencies, state and local government officials and/or groups so that NJTA personnel may attend, if necessary.
- b. The Consultant will be responsible for preparing and submitting a separate monthly progress report and progress schedule indicating percent complete by task, corresponding to the invoices. Invoices shall be submitted and received by the Authority's Finance and Budget Department within 20 calendar days of the end of each billing period.
- c. The Consultant shall notify the Authority's Project Engineer immediately, if and when the percent fee expended exceeds the assignment percent complete. The Consultant shall implement, at once, the necessary adjustments and/or make recommendations how to alleviate this condition. Failure to do so will put the Consultant at risk of having to absorb any costs he may incur above and beyond the authorized fee.

2. Other Agency Coordination

- a. The Consultant will be required to contact and meet with representatives of railroads (Conrail, Amtrak, N.J. Transit, or other), counties, municipalities and/or utilities, to review and determine all necessary project requirements and permits.
- b. Phase "C" and Phase "D" contract documents shall be provided to each owner/agency for review.

Resulting comments shall be addressed by the Consultant and the NJTA shall be copied.

- c. The Consultant may be required to set up escrow accounts in the amount of \$5,000 for each railroad agency that reviews plans. The escrow dollar amount may vary as the project scope is refined. For the purpose of Fee Proposal, \$20,000 shall be anticipated as a direct expense for this assignment.

C. SCOPE OF PROJECT

1. The Consultant shall visually inspect the current condition of the substructures, bearings, and superstructures (excluding decks) of the bridges listed in the attachment between milepost 28.0 and 163.2 of the Garden State Parkway, unless the description or comments included on the list specify the type of deterioration. The field inspection shall determine the extent and condition of spalled deteriorated concrete on the piers, abutments and crib walls, large cracks in concrete, tilted, loose or defective bearings and identify bearings recommended for replacement with laminated elastomeric bearings. The field inspection shall also identify, locate and document any deficiencies such as structural steel and concrete deterioration of the superstructure, i.e., diaphragms, cross bracing, etc., which become apparent during the investigation, in addition to those listed in the bridge inspection excerpts.

The Consultant shall maintain and furnish to the Authority digital photographs of any unusual conditions.

2. The field inspection is expected to require the use of ladders and under bridge snooper or high reach equipment. The Consultant shall ascertain the need for this equipment, identify the equipment intended to be used and where it will be used. Conditions discovered at the time of inspection which constitute an immediate impairment to the ability of the bridge to function in the safe capacity it was designed for, or a deficiency which may impact the safety of patrons, shall be reported immediately to the liaison engineer. These conditions include, but are not limited to: Bearing collapse; main structural member failure; pier scour; accident damage; deck failure; haunch or underdeck fractures and/or sign structure deficiencies over travel lanes that pose a hazard to motorists. Costs for equipment shall be reimbursable as a direct expense, which shall be shown and detailed by bridge in the Consultant's Fee Proposal.
3. A list identifying the bridges or specific elements of the bridges to be field inspected is attached. The Consultant will be furnished with the Authority's latest bridge inspection reports to aid the visual inspection.
4. The Consultant shall investigate the feasibility of replacing the existing sliding plate or rocker type bearings with pot bearings, laminated elastomeric bearings or seismic bearings for a portion of the total defective bearings observed in the field. A seismic analysis is not required. Final repair recommendations shall consider life cycle costs of various repair options.
5. Based on the visual inspection and the available construction budget, the consultant shall recommend structures for repair in their order of priority. This list, which constitutes the Phase 'A' submission, shall identify the type of repairs proposed and repair locations. Where work must be conducted in a closed lane, or in open or closed shoulders, a truck mounted attenuator (TMA) shall be provided and placed preceding the work area in accordance with the current AASHTO Roadside Design guide. For moving inspection operations which do not require the set up of equipment, TMAs will be required. The TMA shall be NCHRP 350 Test Level 3 compliant or equal. TMAs shall be provided by the Consultant. A separate line item shall be provided in the Fee Proposal for the cost associated with furnishing the TMAs for the project. The Consultant will be required to provide a letter from the proposed rental company, which states that the TMAs supplied meet or exceed NCHRP 350, Test Level 3 compliance. If the TMA becomes damaged or inoperable during the inspection, the Consultant shall provide a replacement unit.
6. The Consultant shall prepare contract plans, supplementary specifications and Engineer's construction cost estimate for the priority repairs as outlined below

D. SPECIFIC REQUIREMENTS, CONDITIONS and SUBMISSIONS

1. Phase 'A'

- a. The Phase 'A' submission shall be in the form of four (4) copies of a bound report. It shall contain the following items; written introduction, a one page summary of each bridge selected listing deficiencies, justification for repair, approximate repair costs and an appendix. The appendix shall contain color photos of deficiencies for each bridge in the Priority Repair List showing representative deterioration, proposed repairs in the form of sketches and legible field notes for all bridges surveyed. The sketches shall delineate concrete bearing pad and substructure deficiencies, identify bearing and superstructure deficiencies for each structure investigated by the Consultant. A repair cost estimate summarized by structure and overall cost shall be provided.
- b. The Priority Repair List shall contain approximately 20 bridges. The Authority's Project Engineer will review the Phase 'A' submission with the Consultant in the field. The purpose is to confirm the bridges to be included in further contract preparation and establish a scope of work.
- c. With the Phase 'A' submission, the Consultant shall prepare a list of bridges not included in the Priority Repair List that exhibit deterioration that may be deferred from the immediate design contract. The list is used for repairs that may be added to the construction contract as it progresses as funding permits.
- d. The Consultant shall conduct and attend a field survey of the presented Phase "A" materials with representatives of the Authority to review the work and define project scope. A TMA will be required for the field survey. This task may take multiple days to complete.

2. Phase 'B'

- a. The Phase 'B' submission shall be in the form of 60% complete contract drawings, showing the scope of work, items of repair and details for new design or new features. The plans shall indicate any utilities, railroads, local roads or other similar pertinent information that may affect the performance of the work. All plans showing work over railroads shall show the railroad right-of-way and track locations with defined offsets.
- b. Preliminary Specifications, Pay Items and/or Construction Materials not covered by the Standard Specifications, 6th Edition, 2004 or Standard Supplementary Specifications, 2004 will be required for this submission, with the exception of Division 800.
- c. The Consultant shall submit a preliminary construction cost estimate summarized by structure and overall cost.
- d. Eight (8) clearly legible sets of half size plans shall be provided, which will be reviewed in the field by the Authority's representative and the Consultant's Design Engineer. The field review will be conducted within seven working days of submittal of the Phase 'B' plans and verbal comments established at this review meeting shall be incorporated in the further contract preparation. The field inspection is expected to take no more than two days. Any unusual repairs shall be identified and detailed in concept with the Phase 'B' submission. A TMA will be required from the field survey.

3. Preliminary MPT (Draft and Final) and Construction Schedule

- a. The draft preliminary MPT submission shall include the preliminary traffic plans and Supplementary Specifications (Divisions 800, and Division 900 if available) along with a preliminary construction schedule with backup computations.
- b. The plans and specifications shall indicate proposed traffic staging that details concrete construction barrier layout, cone lines, signage, positioning of attenuator systems, line obliteration, temporary line striping, allowable primary and supplemental lane closing hours and any further stipulations required at each bridge. In more complex cases, additional details of the construction staging shall be included.
- c. Five (5) copies of the draft preliminary traffic plans and specifications shall be submitted to the Authority's Project Engineer as indicated in the schedule for an initial review. Comments will be furnished to the Consultant within 7 days which shall be addressed for the preliminary Operations Department MPT submission as indicated in the schedule.

4. Phase 'C'

- a. The Phase 'C' submission shall consist of 95% complete contract drawings and supplementary specifications, including an estimate of quantities and costs. The estimate of quantities shall provide contingencies for the key items under the "if and where directed" column.
- b. The Phase 'C' shall also include a final construction schedule with comments incorporated from previous submissions.
- c. The Consultant shall have completed a constructability review prior to the Phase 'C' submission and submit estimates and findings. The review shall be performed by qualified construction engineers and shall include a clear, concise, sequential work plan that includes both temporary and permanent modifications.
- d. Ten sets of plans (2 full size sets and 8 half size sets), specifications and Engineer's Construction Cost Estimate are required for this submission.

5. Phase 'D'

- a. The Phase 'D' submission shall consist of 100% complete contract drawings (Mylars) and duplication ready specifications, three (3) sets of half-scale drawings, supplementary specifications and the Engineer's cost estimate.
- b. The Phase 'D' plans, specifications and cost estimate shall be transmitted to the General Consultant under separate cover at the same time.

E. MAINTENANCE AND PROTECTION OF TRAFFIC

1. Introduction

- a. The consultant shall develop detailed Maintenance and Protection of Traffic Plans and Supplementary Specifications. These plans in some cases may reference the standard drawings but in most cases must show the limits of line striping obliteration, temporary striping, placement and limits of concrete construction barrier, locations of lane closing tapers specified by mile post, lane shifts, signing and traffic device placement for each construction stage. The Consultant shall provide in the contract for the contractor to furnish and maintain an appropriate number of variable message signs and trucks with mounted attenuator (TMA). Pre and post lane closing Maintenance and Protection of Traffic plans will be required in merge or other unusual traffic pattern locations in order to convey the proper switching and installation sequence. The preliminary construction schedule shall address each bridge in the project and detail each construction stage and cycle. The schedule shall reflect the holiday time restrictions as reflected in the Supplementary Specifications.
- b. The Supplementary Traffic Specifications (Division 800) shall make provisions for non concurrent lane closings in same direction dualized roadways.
- c. The contract shall be set up to provide for contractor furnished Maintenance and Protection of traffic devices and to install, maintain and remove all lane and shoulder closings.

2. Primary and Supplemental Lane Closings

- a. The consultant shall determine and outline in the supplementary traffic specifications, in consultation with the Authority's Operations and Engineering Departments, the allowable lane closing hours and seasonal restrictions for each bridge based on the proposed construction stages, work volume, traffic tolerance and traffic patterns, when not covered by the hours defined in the Traffic Manual.
- b. The consultant shall work with the Operations Department and the Authority's Project Engineer to determine the allowable times for supplemental lane closings, if such closings in the Traffic manual are not sufficient for the proposed work. Supplemental lane closings are typically used for temporary construction barrier placement and removal, placement and removal of temporary line striping, milling and paving operations, catch installation and removal, debris removal, delivery of materials and other similar work items. The location of starting and ending points for line striping tapers for primary and supplementary lane closings shall be obtained from the Authority's Traffic Engineer or his designee for each particular construction stage and location.

- c. Traffic protection cross sections shall be developed for each work phase. They shall indicate primary and supplementary lane closing configurations including width dimensions, placement of traffic protection devices and shall note line striping changes. During the design preparation, the Consultant shall determine and advise the Authority of conditions where two or three side by side minimum 10½ ft. wide traffic lanes cannot be maintained on GSP roadways. This condition will require further investigation.

3. Traffic Shifts or Detours

- a. Virtually all roadways require the maintenance of all lanes during commuting hours. In some cases this may be achieved by the use of shoulders as a traffic lane and/or by reducing lane widths. In special cases traffic detours may be required. The scope of work includes evaluating the shoulders with respect to pavement surfacing and subsurface conditions, inlet reconstruction and guard rail raising or replacement, prior to use. Traffic shifting to the shoulders is usually accomplished by means of obliteration of the existing striping and the use of temporary striping. The consultant shall schedule pre-stage repair work in the shoulders as necessary. If traffic is shifted to the shoulders, the consultant shall specify milling and resurfacing to eliminate rumble strip depressions.

4. Construction Sequencing and Construction Schedule

- a. Along with the detailed MPT plans and specifications the consultant shall develop a suggested, workable construction sequencing plan and construction schedule for each work area selected. In some cases the construction sequencing plan may be combined with the MPT plans. In more complex cases, separate drawings will be required. Based on the construction sequencing plan and allowable lane closing times developed, the consultant shall quantify the duration of each construction stage. The consultant shall also determine the required number of cycles for each construction stage. Usually a limited number of construction cycles, preferably one, per stage is feasible or allowable due to seasonal or traffic operational restrictions. The exact duration is to be determined by the consultant based on the type and volume of work scheduled in each stage.
- b. The Consultant shall have qualified construction personnel review the construction sequencing and construction schedule. After this review, the Consultant shall submit, as part of the preliminary MPT and Construction Schedule Submission, backup computations. These shall include man-hours, equipment hours and any other pertinent information to justify the construction schedule and estimated cost. The Authority will provide comments which shall be incorporated in the Phase 'C' submission.

F. MISCELLANEOUS

1. The Consultant shall perform computations to determine the quarter hour rate of Lane Occupancy Charges (LOC) for work areas where contractor installed lane closings are not removed at the appropriate times. These computations shall be generated for single lane and multiple lane conditions, broken out between Interchanges, by direction and number of lanes, by Peak and Off-Peak Seasons on the Garden State Parkway using the Authority's LOC supplied spread sheets and instructions.
2. Include into the construction contract where necessary provisions for controlling the dust and noise originating from all construction operations.
3. **Provide in the proposal, an estimate of hours for review of shop drawings**
4. **Provide in the proposal, 200 hours for construction consultation and for provision of plan changes and details** for "if and where directed by the Engineer" items, as requested by the Resident Engineer, during the construction phase.
5. **Provide in the proposal, 300 hours for unanticipated inspection and design services.** The hours for unanticipated services may be used only after written authorization by the Authority's Project Engineer.

6. The consultant's staff shall acquaint themselves with the Authority's Fiber Optic Cable facilities extending nearly the length of the Garden State Parkway including branch runs. As-built drawings of the Fiber Optic Cable facilities are on file in the Authority's Engineering Department. The Engineer shall show on the contract drawings the Fiber Optic Cable facilities when in proximity of the proposed repairs and make reference thereto in the specifications. The Engineer will be required to sign a Fiber Optic Cable Certification form (download at www.state.nj.us/turnpike/FiberFOD.pdf) attesting that he has been acquainted with the information shown on the As-built drawings and the field conditions and that he has incorporated same in the contract.
7. The specifications shall state the contractor will be required to follow the "One Call Law" field stake out in accordance with the N.J. Board of Public Utilities Excavator Handbook for damage prevention of buried utilities. The One Call System can be reached by dialing 1-800-272-1000.
8. The Consultant shall comply with the requirements of the NJDPES Highway Agency Stormwater General Permit and complete the Post-Construction Program Design Checklist for Individual Projects.
9. The consultant shall identify areas where roadway lighting or communication facilities will be affected by work and make provisions for maintenance of same, as necessary.
10. The consultant shall specify all shop drawings and working procedures required for this project and list them in Subsection 104.08 along with their required submittal dates.
11. The Consultant shall prepare construction cost estimates. The Consultant shall attend design review and progress meetings and the bid opening. The Consultant shall analyze the bids and recommend the low bid for acceptance or rejection.

G. GENERAL REQUIREMENTS AND CONDITIONS

1. The preparation of plans and specifications required for this project shall be in accordance with the Authority's Design Manual, dated 1987 with amendments, and the 2004 NJTA Standard Specifications, 6th Edition, and the latest revisions within the Authority's Standard Supplementary Specifications.
2. All plan, profile, section and detail presentations shall be to scale. A separate estimate of quantity table with quantities broken down by structure, shall be shown for each bridge on the Construction Plan Sheet for that structure.
3. All printing of contract bid documents will be performed by the Authority. Phase review documents, Phase 'A' reports, Phase 'B' plans and preliminary specifications, Preliminary Traffic plans and specifications, Phase 'C' plans and specifications, and Phase 'D' plans and final supplementary specifications, in addition to the Phase 'D' duplication-ready final contract drawings (mylars) and specifications, must be prepared by the Consultant. The quantity and size of review plan sets for each submission are identified in the above Section D, Specific Requirements, Conditions and Submissions. Costs for printing shall be included in the Consultant's direct expenses. All reports and submissions shall be bound.
4. To defend, indemnify, and hold harmless the Authority, its Commissioners, Directors, officers, employees, and agents from liability of any nature or kind arising out of any act or omission of the Consultant or any person, firm, or corporation employed by the Consultant in connection with the work.
5. The Consultant shall not assign this Order for Professional Services, sublet, or transfer any part of the work or obligations hereunder, without the prior written approval of the Authority.
6. The Consultant shall comply with all Federal and State laws applicable for the work to be performed under this Order for Professional Services.

7. The only reimbursable expenses shall be those outlined in Attachments Section V: Compensation Basis.
8. The Consultant shall develop all plans in CADD format and provide the Authority with all Microstation drawing files and documentation produced in accordance with this project on rewritable CD. The CD shall be the CD-RW format.
9. The CADD files shall be delivered in a Microstation format as approved by the Authority and shall match the contract plans. All contract deliverables shall be in accordance with the Authority's documentation outlining all CADD submissions entitled "NJTA-Design Guide for the Development of CADD Files." The current document may be viewed and downloaded from the Turnpike Authority's web site on the Internet at http://www.state.nj.us/turnpike/NJTA&GSP_CAD_Standards2.pdf . All CADD documentation relating to the contract plans shall be incorporated with the CADD files in order to avoid loose papers. Each contract drawing shall be assigned its own name and be developed as a separate file, as referencing will not be permitted. Pdf file shall be provided in the CD-RW.
10. The Consultant shall secure all necessary permits, flagging services, and post all required insurances with railroads and any other utilities.
11. Field survey and inspections along the Garden State Parkway shall be performed in accordance with the requirements of the latest edition of the OWNER'S "NJHA Manual for Traffic Control in Work Areas". CONSULTANT shall also provide for traffic control on local and State roads in accordance with the governing agency's requirements.
12. Field Personnel shall wear safety vests at all times. Safety vests shall be open front vests meeting the ANSI Specification for High Visibility Class 3 Safety Apparel.
13. Shoulder and lane closings on the Garden State Parkway required for inspection will be installed, maintained and removed by the Consultant.

H. PROJECT COST

Total construction cost is approximately \$2.0 million. Depending on budget allocations, this amount may fluctuate.

I. PROJECT SCHEDULE AND DELIVERABLES

The Consultant will be required to submit, at the time of the start of the work, a preliminary design schedule covering the scope of work based on the following timetable:

DESIGN SCHEDULE: OPS P3084

- | | |
|------------------------------------------------|--------------------|
| 1. Submittal of Expressions of Interest | April 13, 2006 |
| 2. Award OPS No. P3084 | May 30, 2006 |
| 3. Anticipated start of work | late June, 2006 |
| 4. Submittal of Phase 'A' repair priority list | September 7, 2006 |
| 5. Phase 'A' submission field review | September 14, 2006 |
| 6. Submittal of Phase 'B' Documents | November 14, 2006 |
| 7. Submittal of Preliminary MPT | December 7, 2006 |
| 8. Submittal of Phase 'C' Documents | January 11, 2007 |
| 9. Phase 'C' Review Meeting | January 18, 2007 |
| 10. Submittal of Phase 'D' Final Documents | February 15, 2007 |

CONSTRUCTION SCHEDULE: CONSTRUCTION CONTRACT NO. P100.028

- | | |
|-------------------------------------------------|-------------------|
| 1. Date of Contract Advertisement | February 20, 2007 |
| 2. Date for Receipt of Bids. | April 3, 2007 |
| 3. Commission Meeting | April 24, 2007 |
| 4. Estimated date for the start of construction | Mid-June, 2007 |
| 5. Estimated Construction Completion Date | March 1, 2008 |

The Consultant may, at his own discretion, proceed during the NJTA's review period on selected areas of the project. However, any delays caused by the NJTA's review process shall not be sufficient reason for additional compensation.

All correspondence, invoices and transmittals for the project shall be referenced by the NJTA's Order for Professional Services Number and, when assigned, the construction Contract Number.

In the proposal, the Consultant shall comment on the appropriateness of the schedule and indicate the Consultant's intention to comply with the schedule, or alternatively, offer for consideration an amended schedule.

SECTION IV
BRIDGES TO BE FIELD SURVEYED

OPS NO. P3084
Miscellaneous Structural Repairs
Garden State Parkway Milepost 28.0 to Milepost 163.2

| | BRIDGE NO. | BRIDGE NAME/SPECIFIC LOCATION | COMMENTS/SPECIFIC ELEMENTS |
|---|-------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | 28.0 N | GSP Northbound over Great Egg Harbor & Harbor Rd. | |
| | | Superstructure Steel: Spans 13, 14, 15, 16, 17, 18, 19, 21, 22 and 23 Spans 14, 20, 21 | Deteriorated to webs of structural steel Deteriorated lateral structural steel members. |
| | | Superstructure Concrete: Spans 6, 10, 11, 12, 24, 27 to 30, 39, and 40, 26 | Spalls/deteriorated prestressed concrete box beams |
| | | | |
| 2 | 28.0 S | GSP Southbound over Great Egg Harbor & Harbor Rd. | |
| | | Superstructure Steel: Spans 9 thru 13, 23 thru 31 Spans 15, 18 and 21 Span 15 cross Brace at FB5 and FB20 over the east fascia girder, Span 16 (FB23). Span 17 (FB1), Span 19 (upper FB23), Span 21 (FB8 and FB25), Span 22 (FB19) Spans 13 and 23 Spans 14 thru 22 | Stringers Floorbeams, crossbeams, lateral bracing adjacent to the expansion and fixed hinges Floorbeams. Deteriorated steel transition cross girders, bracing members, transverse web stiffeners of the transition cross girders below the stringers which frame into the transition cross girders of Spans 13 and 23. Lateral bracing and horizontal gusset plates |
| | | Superstructure Concrete: Spans 4, 5, 6, 8, 35 thru 39, 41 thru 46 | Spalls, unsound concrete in prestressed concrete I-beams |
| | | Piers 2, 5 & 14 | Cracks in Pile Bents |
| | | | |
| | | | |

| | BRIDGE NO. | BRIDGE NAME/SPECIFIC LOCATION | COMMENTS/SPECIFIC ELEMENTS |
|----|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|
| 3 | 28.5 N | GSP Northbound over Drag Channel | |
| | | Superstructure Concrete Span 3 (east fascia), Span 4 (B4), Span 6 (B4), Span 7 (B5), Span 8 (east and west fascia), Span 10 (east fascia, B2 and B4), Span 12 (B4), Span 13 (west fascia B2 and B4), Span 14 (west fascia), Span 15 (B4 and B5), Span 16 (B4 and B5), Span 18 (B2), and Span 19 (east fascia) | Concrete box beam deterioration. Spalls and fractures in the concrete of the box beams. |
| 4 | 39.9 | GSP over Penn-Reading Seashore Line | |
| 5 | 64.1 N | GSP Northbound over NJ Rt. 72 | |
| 6 | 64.2 S | GSP Southbound over NJ Rt. 72 | |
| 7 | 64.3 S | GSP Southbound over Mill Creek | |
| 8 | 70.5 S | GSP Southbound under Waretown Rd. | |
| 9 | 84.1 S | GSP Southbound over NJ Rt. 9 | |
| 10 | 92.6 | GSP under Burnt Tavern Rd. | |
| 11 | 106.3 I | GSP NB Inner & SB Inner under Ramp E1 | |
| 12 | 106.7 SI | GSP SB Inner over Pine Brook Rd. and Central RR-NJ | |
| 13 | 106.7 SO | GSP SB Outer over Pine Brook Rd. and Central RR-NJ | |
| 14 | 106.8 NO | GSP NB Outer over Pine Brook Rd. and Central RR-NJ | |
| 15 | 106.8 NI | GSP NB Inner over Pine Brook Rd. and Central RR –NJ | |
| 16 | 115.2 NO | GSP Northbound Outer over Holland Rd. | |
| 17 | 118.4 SO | GSP Southbound Outer over NY and Longbranch RR | |
| 18 | 120.7 | GSP under Cliffwood Ave. | |
| 19 | 121.0 S | GSP SB Outer & Inner under Laurence Harbor Rd. | |
| 20 | 124.4 NI | GSP Northbound Inner over Bordentown Turnpike | |
| 21 | 128.0 A | GSP Ramp Y over US Rt.9 Southbound & Ramp M | |
| 22 | 128.0 B | GSP Ramps GY & GT over US Rt. 9 NB Outer & Inner | |
| 23 | 128.4 | GSP & Rt. 9 under New Brunswick Ave. | |
| 24 | 128.7 S | GSP Southbound over US Rt. 9 Southbound | |
| 25 | 129.2 | GSP & Service Rds. under King George Post Rd.(Rt.184) | |

| | BRIDGE NO. | BRIDGE NAME/SPECIFIC LOCATION | COMMENTS/SPECIFIC ELEMENTS |
|----|------------|---------------------------------------------------|---------------------------------------------------------|
| 26 | 136.2 | GSP over Central Avenue Westbound | Joint at centerline of intrados, deteriorated concrete. |
| 27 | 141.3 | GSP over NJ Rt. 22 Eastbound | |
| 28 | 141.9 | GSP over Rt. 22 Westbound | |
| 29 | 150.1 | GSP under Erie Lackawanna Railroad | |
| 30 | 151.1 | GSP over Hoover Ave. | |
| 31 | 154.1 S | GSP Southbound under NJ Rt. 3 | |
| 32 | 156.1 S | GSP Southbound over Northbound Spur to Paterson | Superstructure steel only |
| 33 | 158.2 | GSP over Passaic River, U.S. Rt. 46 and River Rd. | Stringer splices |
| 34 | 159.3 S | GSP Southbound over Market Street | |
| | | South Span Girder 7 at South Pier | Steel pedestal deterioration |
| | | North Span Girder 7 at North Pier | Steel pedestal deterioration |
| 35 | 159.4 N | GSP Northbound over Market Street | |
| | | North Span Girder 1 at North Pier | Steel pedestal deterioration |
| 36 | 160.2 B | GSP Ramps B and C over Ramp X | |
| | | West Span South Fascia Girder of Ramp B at Pier | Girder web, bearing deterioration |
| | | West Span North Fascia Girder of Ramp B at Pier | Girder web, adjacent diaphragm deterioration. |
| 37 | 163.2 S | GSP Southbound over NJ Rt. 17 | |

SECTION IV
Staffing Schedule
OPS No. P3084
Miscellaneous Structural Repairs
Garden State Parkway Milepost 28.8 to Milepost 163.2

| Classification (ASCE-Grade) | Phase A | Phase B | Preliminary MPT | Phase C | Phase D | Shop Drawing Review | Construction Consultation | Unanticipated Inspection and Design Services | Total Hours |
|---------------------------------|---------|---------|--------------------|---------|---------|------------------------|------------------------------|----------------------------------------------------|-------------|
| Project Manager () | | | | | | | | | |
| Project Engineer () | | | | | | | | | |
| Engineers/Inspector s | | | | | | | | | |
| Construction Engineer () | | | | | | | | | |
| Junior Engineer () | | | | | | | | | |
| CADD Technician () | | | | | | | | | |
| Other-Specify () | | | | | | | | | |
| Total Hours | | | | | | | 200 | 300 | |

Note: The above chart is intended to act as a guide. The Consultant shall modify and expand Classifications and tasks as required to meet project needs.

SECTION V COMPENSATION BASIS

Following a review of submitted Expressions of Interest, the Authority will request Fee Proposal(s) from the firm(s) it deems most qualified.

The Fee Proposal shall be submitted as a cost-plus fee, based on reimbursement of direct professional and technical salaries, except Corporate Officers, Partners, Owners and routine secretarial and clerical services, times a multiplier, not to exceed 2.6 based on a 10% allowance for profit and an overhead rate of 136.4% or, the individual firm's overhead rate as determined by Federal Audit Regulation (FAR) procedures, whichever is less, plus direct expenses and subconsultant services, at cost. The multiplier shall not be applied to the premium portion of overtime. The multiplier covers all overhead and profit. No expenses or costs shall be billed unless specifically included in this EOI Solicitation.

Average rate per classification/grade will not be permitted to determine total labor costs. The Consultant shall list each individual proposed for the project and include the hours and hourly pay rate. If cost of living or merit increases are anticipated during the life of the project, the rates shall be increased accordingly with a statement as to the percent increase included. If such statement is not provided, wage rate increases for cost of living or merit will not be approved.

Salaries shall be charged at the Consultant's hourly rates. The Consultant is responsible for managing the assignment, adhering to the number of hours, salary rates and personnel, as presented in the Expression of Interest and Fee Proposals. Individual standard and overtime rates must be approved by the Authority's Chief Engineer or the Chief Engineer's designated representative prior to commencement of work or whenever the Consultant proposes that an individual's rate be changed during the term of this OPS, provided such change is reflected in the Consultant's Fee Proposal. Except for overtime worked on construction supervision during permissible contract working hours, approval of overtime must be issued by the Authority. The Fee Proposal shall follow and reflect the staffing schedule as shown in Section IV.

Direct expenses shall include approved subconsultant services, mileage, photographic film, film developing, printing, duplication costs associated with phase review documents, document review costs of other agencies, coring, testing, rental cost for a TMA or boat, inspection equipment, lane closings/MPT, railroad flagging and permits. Mileage will be paid at the prevailing rate. Mileage and tolls will be reimbursed for travel between the field office and the job site and return. Any change to this rate is subject to the approval of the New Jersey Turnpike Authority.

Subconsultant services are those required services performed by other firms at the Consultant's direction. These services in excess of \$5,000 must be approved in advance by the Authority.

SECTION VI
NEW JERSEY TURNPIKE AUTHORITY
SMALL BUSINESS ENTERPRISE SET-ASIDE PROGRAM

It is the policy of the New Jersey Turnpike Authority (the "Authority") that Small Business Enterprises ("SBE") as determined and defined by the New Jersey Commerce and Economic Growth Commission ("Commerce Commission") and the Department of the Treasury ("Treasury") in N.J.A.C. 12A:10A-1 et seq. have the opportunity to compete for and participate in the performance of consultant services. The Authority is seeking participation of these SBE's for the issuance of certain Orders for Professional Services (OPS).

Accordingly, for this procurement, Expressions of Interest (EOI) will only be accepted from prequalified Consultants who are registered with the Commerce Commission as a SBE. The Consultant shall submit proof of its SBE registration as part of the EOI at the time EOI's are due. EOI's received from firms not registered with the Commerce Commission at the time EOI's are due will not be reviewed.